

Summary of Saint Paul Comprehensive Plan Policies Relevant for the Central Corridor

St. Paul Comprehensive Plan

Land Use Plan (1999)

Objective 5.2 Mixed Land Uses/Mixed Used Development

Policy 5.2.1 - In traditional neighborhoods, the City will support compatible mixed use within single buildings and in separate buildings in close proximity. Mixed use reduces transportation time and cost. National surveys show that, on average, city residents drive only half as many miles per year as suburban dwellers, primarily because each trip is shorter in the city.

Policy 5.2.3 – The design guidelines for pedestrian-oriented village centers should include the following:

- Buildings out to the sidewalk
- Parking lots to the side and rear of buildings, not in front
- Parking lots screened from the street
- Human-scale lighting
- Architecture that respects the neighborhood context
- Windows to the sidewalk

Objective 5.3 Range of Housing Types and Values

Policy 5.3.1 - Each of the seventeen planning districts in the city should have life-cycle housing, that is, a mixture of single-family houses, townhouses, condominiums, apartments, and seniors housing. People of all ages should be able to live conveniently in every part of the city.

Objective 5.4 Market for New Housing

Policy 5.4.2 – The City will support private market efforts to build enough new housing to provide a net increase of 6,000 more housing units by 2020...Demolition is likely to remove 1,500 units, raising the new construction goal to 7,500.

Policy 5.4.4 – The City will use the following guidelines for sites for new housing:...Housing sites along major transportation corridors and near commercial centers should meet the market demand for townhouses, condominiums, and apartments.

Objective 5.8 Institutions and Major Employers in Neighborhoods

Policy 5.8.2 – When an institution located in a neighborhood seeks to expand, the Department of Planning and Economic Development should maintain channels for

dialogue and try to manage potential conflict between the institution and the neighborhood.

Objective 6.3 University Avenue Corridor

Policy 6.3.2 – New urban housing, offices, retail, and industrial development should all contribute through density and site design to the ridership base for public transportation on the University Avenue and I-94 bus routes. Already, these routes have the highest ridership in the Twin Cities. In 1997 Ramsey County designated the Midway Corridor or the Riverview Corridor as the top priority corridors for public transportation improvements in the East Metro area.

Policy 6.3.3 – Future redevelopment planning and efforts to redesign University Avenue itself should find ways...to enhance the storefront, pedestrian-oriented commercial centers along the avenue.

Housing Plan (1999)

Objective 5.0 Meet New Market Demand

Policy 5.1- Encourage the production of 300-400 housing units a year that can be sold or rented to smaller households – either new young households or older empty nest and senior citizen households – in both the downtown/riverfront area and on sites throughout the city.

Objective 6.0 Ensure availability of affordable housing

Policy 6.4 - Among the 300-400 units of housing to be constructed a minimum of 20 percent or 60-80 units should be affordable to households with incomes below 50 percent of the regional median, with at least half of those to be affordable to households with incomes below 30 percent of the regional median income. In the event that the total number of units constructed falls short of 300-400, affordable units should represent 20 percent of those that are constructed.

Parks & Recreation Plan (1997)

Objective 1 Encourage protection, preservation, and regeneration of the city's open space, natural, and historic resources

Policy 1.5 – Take advantage of opportunities that arise from redevelopment activities to add to or enhance the city's open space and natural resources. Priority will be given to opportunities that do not add publicly-owned and developed parkland that will require additional public maintenance or operation expenses.

Objective 4 Fulfill park development priorities

Policy 4.16 – Pursue opportunities and joint use partnerships to acquire or provide access to land for parks, open space, or recreation development according to the following criteria:

- a. Priority will be given to areas that are under-served due to distance to existing parks, population density, or inadequate size and condition of existing nearby park(s);
- b. Availability and commitment of resources, public and/or private, to develop, operate, and maintain new park facilities

Objective 5 Enhance the city and its neighborhoods

Policy 5.17 – Provide site and facility design, rehabilitation, and retro-fitting that:

- a. Meets or exceeds accepted standards for safety, security, durability, maintenance, and accessibility;
- b. Respects the natural and historic environment;
- c. Respects neighborhood identity; and
- d. Minimizes impacts on surrounding neighborhoods

Transportation Plan (1997)

Objective 5.1 Neighborhood protection

Policy 26 – The City should use a neighborhood traffic management process to systematically address neighborhood requests to “calm” or divert traffic, while maintaining necessary access. The City should work proactively with the community to promote this process and commit planning and traffic engineering staff resources to work closely with the community throughout each neighborhood process. Community participants should include residential, service, and public safety interests, with participation organized through the appropriate district planning council, and offer an array of techniques, such as, but not limited to, those illustrated on pp. 38-43 of this plan.

Policy 36 – The City should limit negative impacts on residential properties in neighborhoods with the greatest parking spillover from commercial strips by regulation of land use and offering the option of residential permit parking.

Policy 37 – The City should work with developers to plan access points and parking facilities for business areas with sensitivity to affected residential neighborhoods.

Objective 5.2 Neighborhood enhancement

Policy 38 – The City should incorporate in the principles recommended in Policy 13, streetscape guidelines which emphasize enhancement of the neighborhood environment, particularly its pedestrian quality, in accordance with its historical development patterns

and current uses, and which maintain and improve a feeling of personal safety among users.

Policy 39 – The City should require parking lots to have a strong landscaped edge along the street, and encourage landscaping within parking lots. The City should find ways to require improvement of existing parking lots, as well as newly constructed lots. Landscaping should be aesthetically pleasing and provide a sense of public safety.

Policy 42 – The City should use its land use and development regulatory powers to reinforce major transit destinations and significant transfer points as central neighborhood places, where appropriate. Likewise, when transitways – busways or LRT – are built, the City should work with planning and implementing agencies to ensure that they are designed to support human scale, social fabric and neighborhood identity.

Policy 43 – The City should continue to work with other agencies to enhance the design of transportation improvements (streets, lighting, bridges, parking facilities, transit shelters, bike paths, walkways) in accordance with community and neighborhood objectives. The City should continue its practice of using a community-inclusive design process for major transportation projects.

Objective 5.3 Economic Development

Policy 51 – The City should promote regional transit investments and operation that maintain good linkages between business and labor and markets, including:

- a. Focus of high-frequency, large-bus, regular route service on areas with high population and job density,
- b. Support of the central corridor between downtown Saint Paul and downtown Minneapolis as the top priority for development of transit ways – busways and/or LRT – in the region.
- c. The City should work to ensure targeting of public investment and economic development incentives around major transit destinations and significant transfer points, including LRT stations.

Objective 6.3 Pedestrian safety and comfort

Policy 94 – The City should use its development policies and design standards to improve the quality of the pedestrian experience throughout the city.